

**Ted Stevens Anchorage International Airport  
Tie-Down Permit Regulations – 17 AAC 42.500-599  
Advisory Committee Meeting #2**

**Meeting date:** May 18, 2017

**Location:** Field Maintenance Facility Training Room, Ted Stevens Anchorage International Airport

**Attendance:**

**Committee members:** Dee Hanson (AOPA), Carol Zerbe (LHD Pilots Assoc), Kelly Miller (AK Airmen Assoc), John Pratt (Seaplane Pilots Assoc), Jim Seeley (LHD Pilots Assoc), Scott Christy (LHD Pilots Assoc), Dennis Geary (LHD User), Clint Lentfer (Waitlist Rep)

**Airport Staff:** John Parrott, ANC Manager (opening remarks), Tim Coons, Cheryl McDowell, Lake Hood Office, Teri Lindseth, ANC Planner

**Facilitator:** Alex Moss, AIAS Planning Manager

**Additional public participation:** 2 observers

**Meeting materials:** Hard copy of slide presentation and working copy of regulations.

**Meeting purpose:** To provide airport staff advice on drafting potential regulations changes concerning tiedown permits at Lake Hood; 17 AAC 42.500-599, *Ted Stevens Anchorage International Airport Tiedown Permits*.

1. Meeting Summary. The meeting was opened with welcoming remarks from John Parrott, the ANC Manager. Alex Moss conducted a 10 minute presentation covering administration of the advisory committee and milestones within the regulations project timeline. The rest of the meeting consisted of discussions between the committee and the airport staff on the airport staff's proposed intent of how the initial draft will be developed and specific elements the staff will focus on. Slides are available on the LHD website <http://dot.alaska.gov/anc/business/generalAviation>.

2. Discussion of the airport's intent was free flowing with the facilitator prompting specific topics from the ones listed in the slide presentation. The discussion was lengthy and not transcribed verbatim, however some notes are listed below:

**General**

- It is desirable to have a shorter wait for a water space
- Suggest regulation enforcement and rate structure to encourage turnover of water spaces
- Regulations should require aircraft flights and encourage optimum use of the facility
- State is a service agency, should not act solely like a business
- With a limited resource what is fair & equitable?
- Demographics are not fair to everyone
- The ratio of additional slips vs floatplanes in the community are not equal to supply & demand
- Encourage temporary use of unused spaces

**Cost (Rates & Fees)**

- Tiedowns should be regulated somewhat by rates, but not by rates alone; LHD rates are already above similar facilities in the lower 48
- Propose a 2-tier structure; short term & long term solutions
- Are all spaces equal? Categorize/zone the spaces then apply rates & fees appropriately
- Automobile parking should be part of the rates; free parking at LHD has encouraged abuses

#### Requirements:

- Average person would expect a permittee to be a pilot...consider keeping that requirement
- Medical requirement was a big instigator for the turnover of spots...if not that, what else?
- To encourage activity at LHD, permittees should be required to base the aircraft at LHD
- Remove aircraft lease agreements from the regulations; ownership share only
- Subleasing an aircraft allows a non-permittee the use of LHD; should have to wait for a permit
- Sharing a space will maximize the use of the slips; explore joint use or shared use arrangements
- Pilots should self-certify they've met the use requirements, but don't rely solely on this report
- Why go from a 5-yr permit to a 1-yr permit? To help enforce activity on a more frequent basis.
- Person at top of wait list remains, with first right of refusal, until they take a space or give up

#### Enforcement:

- Rather than change the regulations, the solution is better enforcement
- Have the pilots provide a copy of their log book to prove activity
- Somehow find an enforcement tool in line with the FAA to utilize to our advantage. Piggyback off of the FAA requirements (flight review, airworthiness certificate, etc.)
- Sub-lease schemes are alive and well; State enforcement is not adequate

#### Commercial use:

- Commercial operators shouldn't be on the list or instead should pay a premium
- How to decide which parcels are for commercial use
- Commercial permits add value to the lake
- How many commercial spots turn into leases?
- Cap the commercial spots so no one starts a "dummy" company
- Is there enough demand for commercial spaces?
- Can individuals on the waitlist be a business?
- If commercial permits exist the regulations should include them and provide specific guidance

3. The next meeting will tentatively be planned for October 2017 and will once again be open to the public. A public notice will be sent out as soon as the date and location is set.

4. The observing public was offered a few minutes at the end of the meeting to provide comments, there were none given.

For a current version of the regulations please reference the Alaska Legislative website at: [www.legis.state.ak.us/basis/aac.asp](http://www.legis.state.ak.us/basis/aac.asp) and search for 17 AAC 42.500.